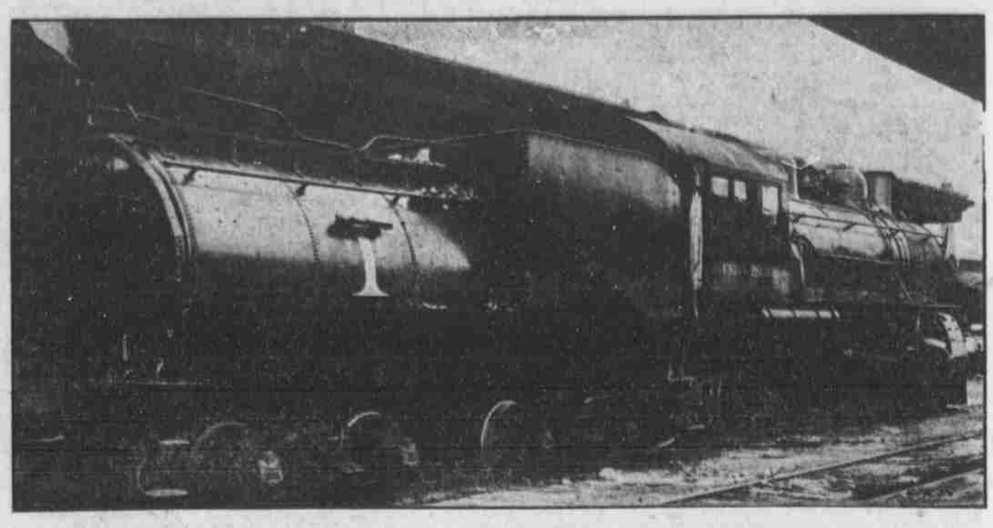
Where Locomotives Rest After Days of Usefulness Have Passed

FRONT VIEW OF A MODERN RACING LOCOMOTIVE.



REAR VIEW OF RACING LOCOMOTIVE, SHOWING NEW STYLE OF TENDER.

EVERY railroad has its "back" shop and every back shop has its "scrap heap." The terms are technical, but very nearly convey their literal meaning in their plain statement. In the back shop the big locomotives undergo repairs as long as they are worth repairing and when they are no longer susceptible of being doctored up or have become obsolete in type they are relegated to the scrap heap. Such parts of them as may be used are taken from time to time and incorporated into newer engines, and finally, when the boiler has been stripped of jacket and lagging and is left a mere shell, when the side rods and main rods have been used to repair other engines and the valves and pipes have been removed and nothing is left but the boiler shell, the cylinders and the frame, the scrap pile is robbed for the junk shop, and what is left of a once handsome engine is sent to the furnace to be smelted again and turned into machinery steel or cast iron—maybe into wagon thimbles and skeins or into plow irons or stove plate or the harmless but necessary "post hole," which is the foundry name for the stake iron that is used on certain types of flat cars.

Huge Mileage Machines.

A locomotive's life is surely strenuous nowadays. It comes forth from the builder's shop resplendent in fresh paint, with its steel shining bright and its jacket giving back the sun his own light, and seems a thing built to endure forever. Day after day it pounds over the rails, hauling big loads at lightning speed, getting an occasional wipe with a bunch of waste in the round house; now and then a bolt is tightened, a key set up, a spring readjusted, but the work of the road requires that the locomotive be kept moving. It must pay for its keep, and it can only do this by grinding out mileage, for mileage means tonnage and tonnage means money to the railroad company. When its journals are worn and its brasses have given out and its tires have flanges on both sides then it is taken to the back shop for a "general overhauling." Here it may undergo much or little in the way of rejuvenation. Back to the road it is sent, and the grind of mileage is taken up once more. Two or three trips to the back shop and then to the scrap pile. A new engine is placed in service and the mileage is going on. What three or four years ago was a thing of beauty and looked like a joy forever is now standing on a side track out among the weeds. It is stripped of all its finery, of everything that can be used in the work of repairing other engines, and the rest of it is left to sun and wind and rain till the coming of the junk man. The wheels that once quivered with life as they whirled over miles of steel rails will likely never turn again; the boiler that trembled with the struggles of the imprisoned giant for liberty will know no greater strain than the blows that break it up, and the snort of the cylinder's exhaust is stilled forever. The monster that seemed a sentient thing so short a time ago, a creature of grace and power, is now a part of the scrap heap.

Evolution of the Locomotive.

Evolution in the locomotive has been swift in these last few years. Twenty-five years ago the eight-wheel connected locomotive, called the consolidation type, was coming into vogue. It was considered a huge institution, for it weighed sixty tons and had cylinders twenty-four inches in diameter and with twenty-six-inch stroke. It was designed for heavy freight service exclusively. The type of engine it displaced weighed from thirty to forty-five tons and had cylinders from fifteen to eighteen inches in bore with a stroke of twent-four inches. These engines as a rule could be used for either freight or passenger service. In changing them a slight readjustment of the valves on the cylinder was all that was necessary. Provide her with a little inside lap and change her lead from a sixteenth to an eighth or three-sixteenths of an inch, and she ceased to be a loggy freight hauler and became as smart a passenger engine as one would want to see. All of that has now been changed. Today the engine is specially designed for the service it is expected to perform. The racer that hauls the limited or the fast mail would not do for the suburban service, where quick starts and stops are needed, with a limited speed on the runs, nor is it adapted to the uses for the heavy local service, where the trains are long and the stops are frequent. Each of these types is fitted for its own work, and after them come the engines designed for the hauling of freight. Some of these are intended solely to lumber along from town to town, pulling immense caravans of heavily laden freight cars. Others are expected to pick up a long string of cars laden with perishable goods and hustle them across the country almost at express train speed. What appear to the non-technical mind insignificant modifications of gear or arrangement of machinery, the distribution of weight, or some equally obscure factor, makes the difference and designates the big modern locomotive for its purposes.

Economy in Practice a Factor.

One thing that has been very potent in the evolution of the locomotive, probably the most influential consideration, has been the factor of economy in practice. The little locomotive of a few years ago was a dreadfully expensive thing, compared to its modern prototype. It consumed quite as much coal in making its journey across its division, it required fully as much oil and waste and roundhouse attention, and the same services from engineer and fireman. In return it pulled in many instances less than one-tenth the load now hauled. This condition had to be remedied, and to it the experts directed their sole attention for years. If the locomotive driver who was killed in a wreck in 1889 could be brought back to life and placed near the turntable when the big engines are being put in and out of the roundhouse, he would not believe his eyes. The difference is so great as to seem almost incredible to those who have not literally grown up with the changes. The general principle is the same as it was in the days of Stevenson's Rocket, but its application has been modified. Chiefly the changes have been in the direction of a more efficient use of the steam. To secure this the weight of the engine has been increased, and is distributed so as to secure the maximum of tractive effort. This depends on several factors, including chiefly the weight of the engine on the drivers, by which adhesion to the rails is determined, the size of the cylinders and the diameter of the drivers. By the proper arrangement of these elements the effective tractive effort of the modern locomotive is made more than double that of the engine of fifteen years ago. As the weight of train hauled progresses in a geometric ratio to the tractive effort the advantage thus obtained is enormous. This at a scarcely increased expenditure for fuel, oil and other incidentals. The more efficient use of the steam is supplemented by its more economical generation. To secure this it was only necessary to increase the size of the boiler and the resulting addition to the heating surface solved the question.

Changes in Operation.

Most of those adopted during the last quarter of a century have been in the direction of securing the operation of the engines with less of effort on the part of the engineer and fireman. Chief of these attachments has been the injector, which has supplanted the pump, and the cylinder oiler, which supplies the valves and pistons with a steady and well regulated lubricant. In the good old days the boiler was fed with water by a pump, the plunger being attached to the piston crosshead on either side of the engine and the water delivered from the tank by means of a feed pipe. Under these conditions the water in the boiler could only be replenished while the engine was in motion. If for any reason a long stay was made on a side track, enough room had to be left for the engine to ply back and forth while "pumping up." The convenience of the injector is apparent. Probably the greatest change has been in the method of oiling the valves and pistons. In those times the "oiler" was simply a cup on the top of the valve chest, closed with a screw, and whenever the engineer shut off steam it was the duty of the fireman to scoot out to the front end with a tallow pot and drop a little grease into the valve chest. This had to be done, no matter what the weather, and some of the old timers can recall with much glee the delight they took in navigating a slippery running board on a sleety night or in the teeth of a howling blizzard to apply those precious drops of oil to the valves and pistons. Many a fireman got a fall from the front end of the engine while performing this interesting stunt. On the locomotive of today the oil is applied through an arrangement that is susceptible of the most delicate adjustment. It is filled while the engine is standing in the roundhouse, the engineer regulates the feed, and the engine does the rest. When it is running the oil is supplied; when the engine stops the oil stops. The air brake and the air pump have been improved; in fact, everything that is essential to the operation of a locomotive under any condition of duty has been improved. The engineer and fireman have other things to occupy their time nowadays and couldn't possibly attend to the duties that once devolved on those functionaries.

One Step Backwards.

Once the engineer and fireman were placed on an engine and became a part of it. When the machine was needed for service, the crew was called. In this way the men became attached to the machines, and gave them affectionate care. The engineer had a pride in "keeping his engine up," and the fireman strove to keep it shining all the time. It was no mean job to clean an engine in those times, when the builders had an idea that no locomotive was fit to appear in public until decorated with brass and gold leaf and all sorts of kickshaws and gewgaws. Strictly business is now the rule, and the engineer is only asked to get his train over the road. He doesn't have to make repairs, and the fireman has no brass to "file." The roundhouse wipers attend to whatever of cleaning is done, and the romance of individuality in engines is gone forever. It is "first in, first out," with crews as well as with machines, and the crew frequently doesn't know what engine it is to take out until it gets to the roundhouse. In this the utilitarian has conquered the sentimental, and the service has lost something. It is the opinion of the managers that the increased mileage more than compensates for the lack of care, and that it is better to employ a few more machinists and keep the engines moving.

Advantage of the New Tank.

One of the last places for the march of improvement to exhibit its effect is in the tank, popularly called the "tender," of the engine. In the accompanying cuts of the Union Pacific engines, it will be noted that the tanks are cylindrical in form. This type, known as the Vanderbilt, after its designer, a son of the great Vanderbilt family, has many advantages not readily apparent. Chiefest among them is that it readily feeds the last drop of its water to the supply pipes leading to the injectors. Another is that it rides easier on the rails, being swayed less as the water is sloshed around under the influence of the motion due to rounding curves at high speed. It is easier on the side bearings and therefore relieves the locomotive of that much of the load. Finally, for the same space, it carries more water and more coal. Seven thousand gallons of water and fifteen tons of coal is the quota for one of these monsters at starting for a run.

Locomotive as a Civilizer.

The locomotive has been a great agent of development in the west and when a new country is to be developed the first effort put forth is to arrange with communication by means of the locomotive with the outside world. The locomotive at the time of its inception became at once a leading factor in the advancement of civilization and commerce. Even in this day of progress the locomotive stands out in the eyes of many as one of the most wonderful piece of machinery ever constructed. While the telephone, telegraph, the sewing machine and kindred mechanical wonders have become indespensible, without the iron horse the world would be in a sorry plight.

The first locomotive to reach Omaha came in on the Northwestern road, the pioneer road to the Missouri river to connect with the Union Pacific road. The "Pioneer" was the name of the first locomotive to travel west of Chicago and it was taken to Chicago on a boat. This engine was a six-wheeler, two drivers and four smaller wheels in front and looks very crude and small beside the great engines in use today. It is now given a place of honor in the Field Columbian museum in Chicago. The first trip of this engine was made in 1848, when a party of directors and newspaper men from Chicago took a trip over the road, which at that time extended ten miles, not outside of the present corporate limits of the present Windy City. Crowds of citizens watched its departure. The entire rolling stock of the company at this time consisted of six freight cars, a passenger coach and the "Pioneer." On the return trip a farmer unloaded his load of wheat into the train and this was the first grain shipment ever made from the west into Chicago by rail. This seems small on top of the Milwaukee's announcement of a contract to haul 30,000,000 bushels from western points to Chicago during the coming winter.

Improvement in Service.

The Northwestern road was completed to Council Bluffs in 1867. The locomotives at that time made the trip from Chicago to Council Bluffs in twenty-eight hours while at present the trip is made easily in nine hours. Fast time as made by the giant iron horses of today was then unknown and passengers had to be content to hustle along at the rate of about eighteen miles an hour, while today the engine which cannot hit a clip of seventy-five or eighty miles per hour is not to be considered on a fast passenger train. The engines had small cylinders, small hauling capacity and wheezed and leaked and spread fiery cinders all over the fields, threatening to burn up the grain of the few farmers who lived along the trail. The air brake was not known and the brakemen had to exercise their muscle when it was time to stop the train. The track was ballasted with native soil and dust flew thick and fast, even on the slowgoing trains. Semaphores, signal towers, bell switches, warnings at crossings and all sorts of safety devices now employed were unheard of. The telegraph service was crude and the utmost care had to be used in handling the trains. How much better chance the modern monster has to get over the road. The track is ballasted, block signals tell how far in front a train is, heavy rails are imbedded in the firmest rock, the engineer has a telephone at his ear to hear what the conductor has to say. Every safeguard known to railroad science is utilized to assist the modern iron horse in making speed over the road. In many cases double tracks are used so that an engineer has not to watch for a train coming toward him. All these are in favor of the present day locomotive.

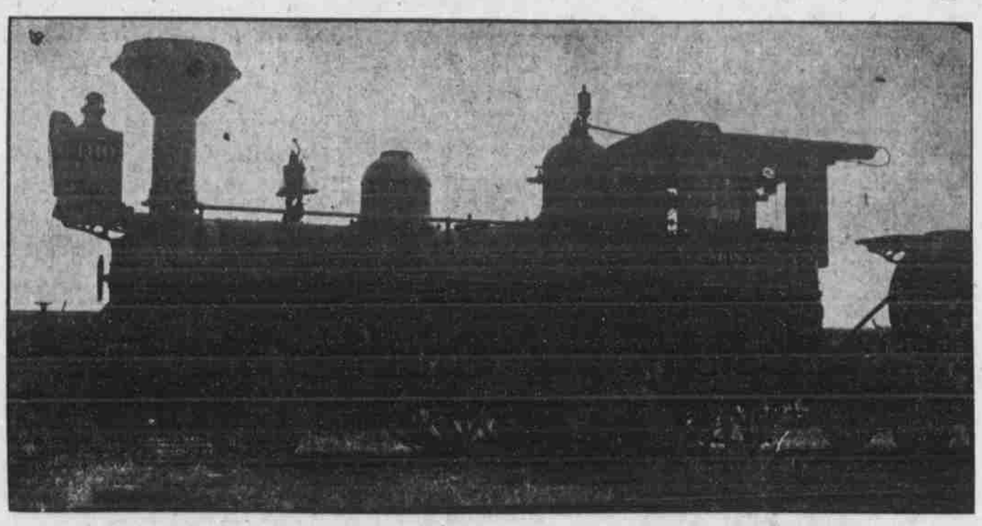
The day of the small engine has passed. Now it is a question with the railroad managers to see how big a load they can have transported over the rails with as little human aid as possible. The swelling of the size of trains helps to pay the dividends. It will be but a matter of a few years when motor cars, such as are being constructed at the Union Pacific shops will transplant the smaller engines on the branch lines. The new passenger engines in service on the Union Pacific are types of the most modern and up-to-date iron horse. A comparison of the pictures here shown will give an idea of the wonderful development which has taken place in the past thirty years. The Union Pacific builds no new engines of its own, but with the completion of the new shops Superintendent McKeen says that he only wants a chance to bid with some of the present makers of locomotives. The Atlantic and Pacific types of engine are now in use by the Union Pacific on its fast trains, than which no faster travel the rails in the country. The Atlantic has two pair of drivers and a trailer and the Pacific has one additional pair of drivers. Old 490 has sixty-nine inch drivers, the Atlantic type has eighty-one inch drivers and the Pacific type has seventy-seven inch drivers. In this way when there is a cry of car shortages and of a shortage of motive power it behooves a road to keep its engines in the best repair possible. Some have traced the cause of the cry of car shortage to a shortage of motive power. The business of the country has increased enormously during the past few years and the railroads must keep pace with this increase by an increase of motive power to handle the business. As the business increases the handling of it by the railroads also becomes a harder problem. For instance, a freight train pulled into a small Nebraska town and it was found, that although a town of few inhabitants, that there were 100 way bills of freight for that town and that the merchandise was distributed into thirteen different cars. This, of course, held up the engine for about four hours while the merchandise was being unloaded.

Cost of Maintenance.

It is an expensive matter to keep engines in good repair. During the rush of business in the fall, when the cattle and sheep are coming to market, the engines have little time to lay in the shops for repairs and so are thoroughly overhauled during the lax period of summer. It cost the Union Pacific 11 cents a mile for repairs at the shops for freight engines and 7 cents for passenger engines. This is beside the time which the train crew puts on an engine or the time and repairs which go in as roundhouse expenses. It is seen that an engine which apparently runs so smoothly over the tracks, hauling its long string of cars, is subjected to great wear and tear which must be kept renewed or the life of the engine will be limited. The Union Pacific has in use 507 engines, both freight and passenger, and these are in use nearly all of the time, for they are not allowed to rest while the men sleep as in the olden time. Engine No. 490, which is the type of the first locomotive the Union Pacific had, was built by the Cooke Locomotive Works in 1866 and its weight was 66,150 pounds and weight with tender was 116,150 pounds. Engines of the type of No. 1600, which were built in 1900, weighed 269,700 pounds with tender. The first locomotive was built in America in 1831 and looked just as one of the ordinary stationary engines which are now used for pile driving would look if it were elevated onto four wheels.

Last Act of All.

An Omaha junk dealer, some three weeks ago, bought a job lot of seventeen locomotives from the Rock Island road and this gave Omaha people an idea of what becomes of the old worn out iron horses. These engines were brought on their own wheels from Des Moines and cost the junk dealer about $475 apiece. He will try to fit up an engine or two out of the scraps which might be serviceable for some grading contract or some short branch line which would like to buy an engine cheap and the rest he will smash into old iron. At first it seemed as if the dealer had a flock of elephants on his hands as he had no trackage on which to store them, but this was soon adjusted. The engines averaged about fifty tons apiece and would pay out if smashed into old iron.



OBSOLETE TYPE THAT WAS ONCE THE PRIDE OF THE UNION PACIFIC.

Gossip and Stories About Noted People

Up from the Ranks.

THE case of Richard T. Laffin, who rose in less than ten years through the various grades of street railway service in Boston to become general manager of the entire electric car system at Manila, Philippine islands, is one that a few months ago was widely commented on throughout the country, and had its influence on aspiring youth.

Again, more recently, there was the case of young Oren Root, nephew of the present secretary of state, who eight years ago on graduation from college decided to go into street railroading. Taking no advantage of family position, he entered the calling on the same basis as any other well qualified young fellow could and fought his way upward until he is now general manager of the Metropolitan system in New York City.

Then, there was E. C. Foster, who some years ago drove one of the old fashioned horse cars between the cities of Lynn and Boston, and who, after a remarkably successful career, in which he bore a part in laying out for Boston its present rapid transit system, was chosen president of the street railway company in New Orleans.

Still another instance is that of Hugh J. McGowan, who rose from the ranks to the presidency of the street transportation organizations of Cincinnati and Indianapolis. Another very notable case is that of P. S. Sullivan, president of the Massachusetts Electric companies, which operate a very large mileage of trolley lines in the eastern part of the Bay state.

Let Him Have His Way.

Former President Cleveland used to fish and shoot in the Barnegat bay district, relates the Boston Journal. John Camburn, a guide, says that one cold, wet night Mr. Cleveland got lost. He wandered through the rain and darkness, trying to find his party, but not a house could he see, not a light, nor a road.

Finally he struck a narrow lane, and in due course a house appeared. It was now late. Mr. Cleveland was cold and tired. He thought he could go no farther, so he banged at the door till a window on the second floor went up and a gruff voice said:

"Who are you?"

"A friend," said Mr. Cleveland.

"What do you want?"

"I want to stay here all night."

"Stay there, then."

And the window descended with a bang and Mr. Cleveland shouldered his gun again and wearily resumed his journey.

The Congregation Listened.

Dwight L. Moody once called on a ministerial brother in an eastern town, desiring to spend the next day, Sunday, with him. The minister was agreeable, but said that he was ashamed to ask Moody to preach. "Why?" asked Mr. Moody. "Well," was the reply, "our people have got into such a habit of going out before the close of the meeting that it would be an imposition on a stranger." "I will stop and preach," said Moody. When Sunday arrived Mr. Moody opened the meeting and then encouragingly said: "My hearers, I am going to speak to two sorts today, the sinners first, then the saints." After earnestly addressing the supposed sinners he said that they could now take their hats and go. But the whole congregation waited and heard him to the end.

Tribute to Poe.

Lovers of "The Raven" and the other poems which show to the full the genius of Edgar Allan Poe, whose exclusion from the "Hall of Fame" brought wonderment to his thousands and thousands of admirers, will relish this little bit of rhyme which was dug up by Albert C. Daschbach. The author is Father Tabb, professor of English at St. Charles' college, Maryland, and will especially appeal to the great Poe following as a biting piece of satire. It reads:

EXCLUDED.

Into the Charnel Hall of Fame
The Dead alone should go;
Then write not there the Living name
Of Edgar Allan Poe.

Shot at a Prince.

This story of Prince Louis of Battenberg is going the rounds: A bright woman who met him at a garden party in the course of his Canadian visit was commenting on the change in the weather which had that morning seemed dull and threatening.

"Yes, it has brightened up," said the prince in his genial way. "You see, when I came to town today I brought good weather with me."

"Well," said the woman, with a naughty twinkle in her eye, "I have heard of a Hohenzollern speaking of 'I and God,' but it remains for a Battenberg to leave out God."

The Kaiser's Payroll.

The kaiser receives $3,225,000 a year as king of Prussia, but nothing as emperor of Germany. Besides this he has an enormous private income, derived from mines, fisheries and estates, of which he owns more than any other man in Prussia. The king of Bavaria receives $1,250,000 a year; the king of Saxony, $875,000; the grand duke of Baden, $400,000. The czar of Russia is paid $6,750,000 for his private use, while each grand duke receives $1,000,000 a year. In addition to these enormous salaries each of these has a large income from royalties and perquisites of many kinds, of which few outsiders know anything.

A Theatrical Fixture.

Frank Moseman, a trusted lieutenant of Charles Frohman, the theatrical manager, holds the only job of its kind on earth. He is known as "the meeter and arranger." His task is to meet lights of the theatrical profession, both men and women, who come across the sea to find shelter under Mr. Frohman's expensive managerial wing. He keeps at it all the time. The French or English favorite does not need to worry about her baggage—Moseman's fixed it all. She is not bothered by insistent customs officers—Moseman sees 'em. If she protested against having to draw breath Moseman would be ready to offer to do it for her. He's been in the "meeting" business twenty years. Long ago he got it down to an exact science. What he does not know about "arranging" things nobody knows.

Some Quaint Features of Every-Day Life

Right on the Spot.

THE Freeborn Courier of Iowa is an enterprising paper which always does its best to be strictly up to date in its news. "We always try our best," it says, "to get ahead of everybody, and sometimes we succeed. Sometimes we get lost in the scoop. On Monday we were scooped clean by William Bakewell's good luck in having a daughter just an hour after we had gone to press, while our rival's machinery being in the hands of the blacksmith, they were able to include it in a special part, it was annoying, but we have them this time. They are left clean out in the cold. Just as we go to press tonight Oscar Sanborn is having three fingers cut off by a threshing machine. A doctor has been sent for. We shall publish a special edition tomorrow with full details of the intelligence. We flatter ourselves that this is hard to beat."

Bravery of a Woman.

The women of Sparta, N. J., declare that they have reversed an old-time saying, and that it should now read:

"An angel will rush in where fools fear to tread."

One night recently a man passing the deserted residence of S. C. Kays, just after dark, found the front door open and heard a noise inside. Two hundred men soon gathered and talked of sending to Newton for the sheriff, but not one volunteered to enter and face a ghost or a burglar.

Finally Mrs. John Aspell drove up in her carriage. Calling for a lantern, she walked bravely into the house and came out a moment later leading a small calf. The men quickly scattered.

Made a Fortune in Prison.

George Merkle, who was serving a sentence of seventeen years in the Western penitentiary for the murder of John Cenkinger at Newcastle, has died in the prison and left $11,000 in real estate and $9,000 in bonds to be distributed equally among his three daughters in Newcastle.

Most of Merkle's fortune was accumulated after he was placed behind the bars. He kept track of business affairs and directed judicious real estate investments through his attorney. It was his object to have his family well taken care of, as he never hoped to leave the prison alive. His wife died a short time ago in an insane asylum, having lost her mind through worry over her husband's crime.

Novel Paving Material.

While municipal authorities are deciding upon the relative value of asphalt, Belgian blocks, vitrified bricks and wood squares as paving material the inhabitants of Gwandu, in Africa, have settled the problem to their entire satisfaction by using the skulls of their enemies for paving the approaches of their town.

More than 12,000 skulls are used in paving the approaches to the various gates and to those who do not know what material is used these gleaming skulls, polished to whiteness by the attrition of countless feet, form an ivorylike approach of no small attractiveness.

When a new pavement is needed there is no scandal about the letting of the paving contract. War is declared upon some neighboring tribe and presently the wornout pavement is replaced by a new one at small cost. Life is cheap in the African interior.

An Athletic Baby.

Eight months old and an acrobat; unable to walk or talk, yet possessing such startling muscular development of the arms and shoulders that he can balance himself on his hands and with his heels in the air proceed across the room—these are a few of the remarkable physical characteristics of the infant son of Mr. and Mrs. William Schnars of Denver.

Baby Schnars is no bigger in the aggregate than most other infants of 8 months of age, but the ligaments and muscles of his chest, arms and shoulders are as tiny cords of steel. He can swing from a cane held in the hands of his sire with the ease and grace of a trained trapeze performer. And when this strong-arm baby takes notice of something on the table particularly attractive or desirable to his baby eyes he does not cry for it, but creeps to the table and raises himself by climbing the leg, hand over hand.

Both Mr. and Mrs. Schnars are absolute believers in the efficiency of physical culture for the building up and proper development of the human body and their theory is that the earlier these exercises are undertaken the better for the development of the individual such exercises are intended to benefit. With an eye single to the purpose of rearing a perfectly developed child, the father and mother began a gentle but systematic and persistent training of the infant a few weeks after his birth.

Neither of the parents are remarkable for any extraordinary physical development or accomplishment. They are of Germanic descent and show the sturdy general characteristics of that race, but nothing more. But their baby boy is a wonder in muscular development about the trunk of his body, and in this respect he is probably the strongest baby in the world. Otherwise he is like all healthy, normal children of 8 months of age.

Life of Doctors in China.

In China physicians are treated in precisely an opposite fashion from the way we treat them. Each family has its physician, whose business it is to preserve the health of that family. As long as health reigns the physician receives a stated amount of pay, but from the hour a member falls ill the physician's pay ceases and is not resumed until the patient's health is restored. Massage is one of the principal forms of treatment in China. It is used especially in cases of pain. The greater the pain the more violent the treatment. Oftentimes the physicians, who are all athletes, by the way, will climb right up and kneel on the body of the patient and pull and haul and beat the sufferer until the cries for mercy exceed the groans from the malady.

Curious and Romantic Capers of Cupid

His Roll Was Too Small.

BECAUSE her fiance's bank account was not nearly so large as he had claimed, Alice C. Otis refused at the last moment to wed him and dismissed the guests who had gathered to witness the ceremony Thanksgiving eve. Next day she issued cards declaring that she had been deceived.

Miss Otis says that Edgar C. Hill, the bridegroom-to-be, told her he had large deposits in a bank. So last Monday she asked him for his book to verify his claims. This showed him to be the possessor of considerable ready wealth. Still doubtful, she went to the bank and was told that Hill had no such amount on deposit. Then she decided to have no more to do with him.

Hill says he has money tied up in a business venture and that he made the entries in the book to please Miss Otis, never thinking she would verify them.

There may be those who will find fault with the matter-of-fact ways of Boston spinsterhood, who will decry the anxiety about finances manifested at a time when such dross and earthly considerations as mere money matters should be forgotten. But it was not the financial deficiencies of the young man that led to his undoing. It was the discovery that he had outraged the laws of Cupid by deceiving his bride-to-be. A man who would stoop to deceit on the eve of his wedding might be expected to resort to it as a regular practice ever after.

Baron and Baroness.

Herman Von Wetter, young German whose title is baron in his own country, was married a few days ago in Stanford Conn., to Miss Louise Hurlbutt. The groom, a strapping fellow 26 years old and six feet 2 in his shoes, gave up his title on coming here to wed the girl of his choice and will start out for himself as an electrical engineer. He met Miss Hurlbutt in Dresden, where she was studying art. He takes much pride in the fact that his great-grandfather, Baron Von Wetter-Rosenthal, was an aide to Washington in the war of the revolution.

"Your Presents Are Requested."

Invitations to weddings in Wales are very businesslike. When the parents of the bride-to-be bid her friends to the ceremony they bid them not to come empty handed. The cards say: "Whatever donation you may be pleased to bestow will be thankfully received and cheerfully repaid whenever called for on a similar occasion. The parents of the bride and bridegroom-elect desire that all gifts due to them will be returned to them on the above date, and will be thankful for all favors granted."

Soldier-Star Weds.

Charles Mason Mitchell, formerly an actor in support of the leading stars of America, afterward rough rider with Roosevelt at Santiago, and now in the consular service of the United States, was maried at San Francisco recently to Miss Edna M. Ellis of that city.

After a honeymoon of two weeks at Monterey, Mr. and Mrs. Mitchell will sail for China, where the groom will take up the duties of American consul at Hankow, to which post he has just been promoted, after a satisfactory service of three years in a similar capacity at Zanzibar.

He has been a great traveler and has an honorable record as a soldier, having been twice wounded at El Caney. He is a personal friend of President Roosevelt and was born at Syracuse, N. Y. The bride comes from a prominent Vallejo family and is a beautiful and accomplished young lady.

Brutality of Fool Friends.

The fool killer is idling away precious time in some remote section of the glorious country, while a great bunch of overripe material in Indiana awaits his impressive club. Here is a dispatch from Indianapolis showing how urgent tasks are neglected:

"Mrs. Frank Felker, the one-day bride of a popular young man, is dying from the effects of hazing last night. Felker was married at Danville, Ill., Wednesday and brought his bride home last night. They left the train about two miles west of the city, where a carriage was in waiting and drove to their home on the south side, but before they could enter the house a crowd of friends seized the bridegroom and bound him fast to a dray.

"The bride evaded the hazers, but was found a short time afterward in the house of a neighbor, where she was hiding behind a bed. She, too, was seized and placed on the dray beside her husband, both being bound hand and foot. In this position they were hauled through the principal streets of the city, the hazers yelling like maniacs. The police made no attempt to interfere.

"At the new home of the couple the hazers turned everything upside down, placing the kitchen furniture in the parlor and the parlor furniture in the kitchen, filling the stoves and dishes and bric-a-brac and otherwise putting the establishment in confusion."

Every Little Helps.

Miss Blanche Gertrude Keik of Allentown, Pa., last spring secured a verdict for $5,000 damages against Rev. Edgar J. Heilman, the reverend gentleman having failed to marry her according to promise. While the trial was in progress Miss Keik became acquainted with Adam J. Hummelsback of Philadelphia, whom she has just married. The couple will go to housekeeping in a suburb of Philadelphia and the groom says that in fixing up a new home for himself and wife Rev. Heilman's $5,000 "will help some."